



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 8, 2002REPORT NO. 022WEATHER Partly to Mostly Cloudy, Light Rain - AMTEMPERATURE 41 - 54NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

Hickey Marine - Foreman, Operator, Tugboat Pilot, Pile Buck

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

1:30 pm Per telecon to Al (Port Navigation), he informed me that he would finish about 3:00 pm. I notified Greg (Hickey).

~2:00 pm Per telecon to Al (Port Navigation), he informed me that he would be quitting early because the rehandling facility was filled with water. He indicated that the barge would not be completely emptied. I notified Greg (Hickey). He indicated that he needed an empty barge and that it was too late to change to an earlier start time.

I contacted Al and informed him that he had until 5:00 pm. I indicated that if water was released from the facility, he should empty the barge completely.

7:30 pm I observed the dump scow arriving on site. Bill Hall (Port Environmental) was on site. We discussed the dredging operation.

7:45 pm Bill left the site.

Hickey placed the screen over Bin Nos. 4 and 5. The dump scow draft at Bin No.1 was 6.5 feet, and 6 feet at Bin No. 7.

8:00 pm Hickey began dredging at the 400 foot mark of Berth 206.

8:15 pm I observed an approximately 2 foot diameter by 20 foot long tree trunk being dredged from the river.

10:30 pm Hickey continued dredging at the 500 foot mark of Berth 206. The dump scow draft at Bin No. 1 was 8 feet and ~12 feet at Bin No. 7.

10:45 pm Bin Nos. 4, 5, 6 and 7 were filled with water and dredge material.

10:50 pm Hickey removed the cable arm bucket in order to move the screen to Bin No. 2.

11:12 pm Hickey resumed dredging.

12:45 am Per telecon from Charles (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

Sampler	Time	Upstream	Top	Mid	Bottom	AVG	Downstream	Top	Mid	Bottom	AVG	Visual
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Charles	0001	54.2	57.9	61.5	57.87		57.8	65.7	79.0	67.5		None
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The river level was the highest since dredging began at Terminal 2. The water had a very muddy appearance as well.

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1:05 pm Hickey completed the dredging for tonight at the 540 foot mark of Berth 206. The average dump scow draft was 14 feet. The screen was over Bin No. 2. Hickey removed the cable arm bucket.

1:15 pm The screen was moved to Bin No. 1. I met with Andy (Hickey) and Darrel (Hickey) and informed them that they exceeded the BMP turbidity level. I requested that they consider which measures they would use to decrease the turbidity levels.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR Frank Schmidt HRS _____ DATE _____

(signature on hardcopy)– _____